

CENTRAL INTELLIGENCE AGENCY

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REPORT

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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.

1. The G8d8118 Automotive Manufacturing and Repair Plant is located on the Budapest-Miskolc railroad line, about 26 kilometers from Budapest, and on the Isaszeg-G8d8118 highway, five kilometers from Isaszeg and six kilometers from G8d8118. It is situated in what was formerly the royal pine forest. The plant was built in 1954. Before the October 1956 revolution it was guarded by about 150 members of the Factory Militia (Munkas őrseg) under the command of one Jozsef Safran, a nephew of the former Hungarian Minister of Defense, Istvan Bata. The Militia barracks were located in some woods about 100 meters from the plant.
2. Before the October 1956 revolution, Soviet T-34 tanks which were damaged in World War II were brought to the plant for reconstruction. In addition, prime movers of the type 800 G were manufactured. These are fully-tracked vehicles with stick steering and an eight-cylinder 260 horsepower diesel engine. They can carry a load of seven metric tons and pull a load of 30 metric tons. They are capable of towing tanks. The vehicles have torsion axles (see Attachment No. 2) which at the same time provide the suspension. The axles are made of spring steel. The axles' angle of inclination without load is 45°; with load it is 52° (see Attachment No. 3). The new J-55 tank is to have this type of suspension also. The 800 G prime mover has a top speed of 60 kilometers per hour. Its construction cost is 320,000 forints.
3. In the reconstruction of T-34 tanks at G8d8118 only the original armored body was retained; all other components were replaced by new ones. The engine blocks were procured from the Skoda plant at Prague. The cost of reconstructing a tank amounted to about two million forints. Upon completion, the tanks were provided with Hungarian army markings. The tool chests, however, were labelled in Russian. Various G8d8118 workers reported that they had seen the reconstructed tanks loaded on cars at the Hungarian-Soviet border, and it was generally understood that the tanks and prime movers were all intended for delivery to the USSR.
4. Every month 15 to 20 T-34 tanks were repaired and 30 to 40 prime movers were manufactured. The manager of the plant before the October 1956 revolution

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was Mihaly Kapornai. He was believed to have attended a Party school in Moscow.

5. The plant was divided into four sections:

- a. Technical Section: The chief of this section was a lathe operator from Csepel named Nemet (fnu), who was strictly a political appointee. This section supervised the planning office, the production office, and the technical testing office. The latter consisted of four engineers, seven technicians, and six draftsmen.
- b. Material Purchasing and Sales Section: This section was concerned with the distribution of the plant's finished vehicles and the procurement of raw materials. The plant manager supervised the work of this section on the basis of directives from the Ministry of Defense. Twelve employees worked in this section.
- c. Fiscal Section and Payroll Office: This section, which employed about 25 persons, was in regular contact with the Hungarian National Bank in Budapest.
- d. Personnel Section: Chief of this section was Gyula Pernis, Communist Party Secretary of the plant. He worked in close cooperation with the AVH officers connected with the plant. One of these was Istvan Toth.

6. The following is the key to attached sketch (Attachment No. 1) of the plant:

- A. Control building. This contained two checking rooms, one for men and one for women, where all personnel leaving the plant area were searched.
- B. Kitchen, dining hall, recreation room, and offices of the DISZ organization. About 500 persons were fed in this building.
- C. Paint shop. Here tanks and prime movers were first sprayed with an undercoating (Minium) and then with grey-green paint. All painting was done with spray guns. From 30 to 35 men were employed; chief of the shop was Gabor Tihanyi.
- D. Shop containing forges with hydraulic hammers and welding and chroming apparatus. Welding was done electrically and with oxygen. Some 160 to 180 men were employed.
- E. Warehouse: Here were stored the parts and materials delivered by outside suppliers. An acceptance office tested the incoming material for quality. The upholstery shop was also located in this building. Belting and tool ~~handles~~ were manufactured here as well. About 100 men were employed in this building.
- F. Administration building: On the ground floor were the purchasing and procurement offices, the building custodian, the documentation office, the labor union headquarters, and the anti-sabotage section. On the second floor were the payroll office, the finance office, a conference room, the offices of the manager and the chief engineer, the technical section, the Party headquarters, and the calculating office. About 140 employees worked in this building.
- G. This building, which bore the name "Mechanika," was the main building where the prime movers were manufactured and the tanks reconstructed. About 250 men worked here.
- H. Assembly shop, 16 meters high, with a glass roof and ultra-modern

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equipment, including one four-ton and one seven-ton travelling crane. The tanks and prime movers were assembled here and had their engines tested. A brake-testing stand was also in this building. In the cellar was the central heating plant for the entire factory; 300 (sic) workers were employed in the heating plant.

- J. Watch towers, three meters high, manned by the Factory Militia in eight-hour shifts in the summer and four-hour shifts in the winter. The plant was surrounded by 35 to 40 towers.
 - K. Railroad barrier guardhouse
 - L. Barriers guarded by the Factory Militia
 - M. Poultry farm belonging to the Ministry of Agriculture
 - N. Large cement basin in which the water-tightness of the tanks was tested. The water reached over the top of the turret.
 - O. Side view of the basin
7. Description of Building H and the key to the sketch (Attachment No.4) of the building's layout:
- (1) Here the various parts of the Model 800 G prime mover were put together on an assembly line basis. The room was eight to ten meters high, had a glass roof and glass windows. The machinery, which was mostly new, was of East German manufacture and consisted of the following:
 - 65 lathes, 500 - 2,000 mm.
 - 54 "Pitler" lathes
 - 35 turret lathes
 - 5 grinding machines
 - 11 lathes with horizontal face plates
 - 12 "Shaping" lathes
 - 12 vertical gear cutting machines
 - 5 milling machines
 - (2) Administrative office employing 18 employees
 - (3) Administrative office, including office of the manager of shop 15 (below)
 - (4) Sharpening shop for the lathe and milling machine blades, employing 6 - 8 workers
 - (5) Sharpening shop: only for the tools of shop 1 (above)
 - (6) Technical control office (Műszaki Ellenőrző Osztály) for the testing of finished products. Tests were conducted at various times during the manufacturing process also. The office contained magnetizing and de-magnetizing apparatus for the testing of torsion axles. Twenty to 25 employees were occupied with these activities.
 - (7) Another testing office; for the examination of products of shop 15 and for the testing of the main axles of the T-34 tanks.
 - (8) Two-ton travelling crane which carried heavy parts from one machine to another; operated by one man.
 - (9) Three-ton travelling crane; operated by one man.

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- (10) Articles which had been tested in office 7 were loaded on cars here for transportation into the plant.
- (11) Same as above, for testing office 6.
- (12) Office of Istvan Borso, chief of shop 1 (above). Borso, a Party member and graduate of a Party school, was formerly a worker in the Jaszbereny Machinery Factory.
- (13) Office of Vince Urban, chief of shop 15 (below). 25X1
- (14) Main entrance. The first door is of iron; the second leads to shop 15.
- (15) Here the components of the T-34 tank were manufactured. The shop contained:

- 52 lathes, 1,500 - 2,000 mm.
- 21 turret lathes
- 6 lathes with horizontal face plates
- 8 radiator drilling machines
- 14 "Pitler" lathes

8. Description of Building G and the key to the sketch (Attachment No. 5) of the building's layout:

- (1) Assembly shop for Model 800 G prime movers.
- (2) Engine testing shop, employing eight workers.
- (3) Assembly testing station. Here four mechanics made a final check of the prime movers.
- (4) Travelling crane with a four-ton capacity.
- (5) Office of the chief of the assembly shop, Laszlo Szabo, who served as an engineer in the Hungarian army before coming to G8d8118.
- (6) Assembly shop for the T-34 tanks.
- (7) Seven-ton crane.
- (8) T-34 engine testing shop.
- (9) Final checking station for the T-34 tank, employing four to five persons.
- (10) Exit from which the prime movers travelled under their own power to the paint shop.
- (11) Exit from which the tanks travelled under their own power to the paint shop.

9. Description of Building D and the key to the building's layout (Attachment No. 6):

- (1) Chromium plating shop.
- (2) Riveting shop, where the vehicle bodies were riveted by means of compressed air hammers.
- (3) Riveting shop where T-34 tank parts were riveted.
- (4) Electric welding shop.
- (5) Here the round iron was cut into lengths.
- (6) Oxygen welding shop.

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- (7) Shop containing hydraulic hammers and forges. This installation was very modern and well-ventilated.
- (8) Work record office of the heating plant.
- (9) Office of the heating plant.
- (10) East German hydraulic hammers, two of 10 tons and two of 20 tons.
- (11) Forge for the preparation of smaller parts.
- (12) Four oil furnaces.



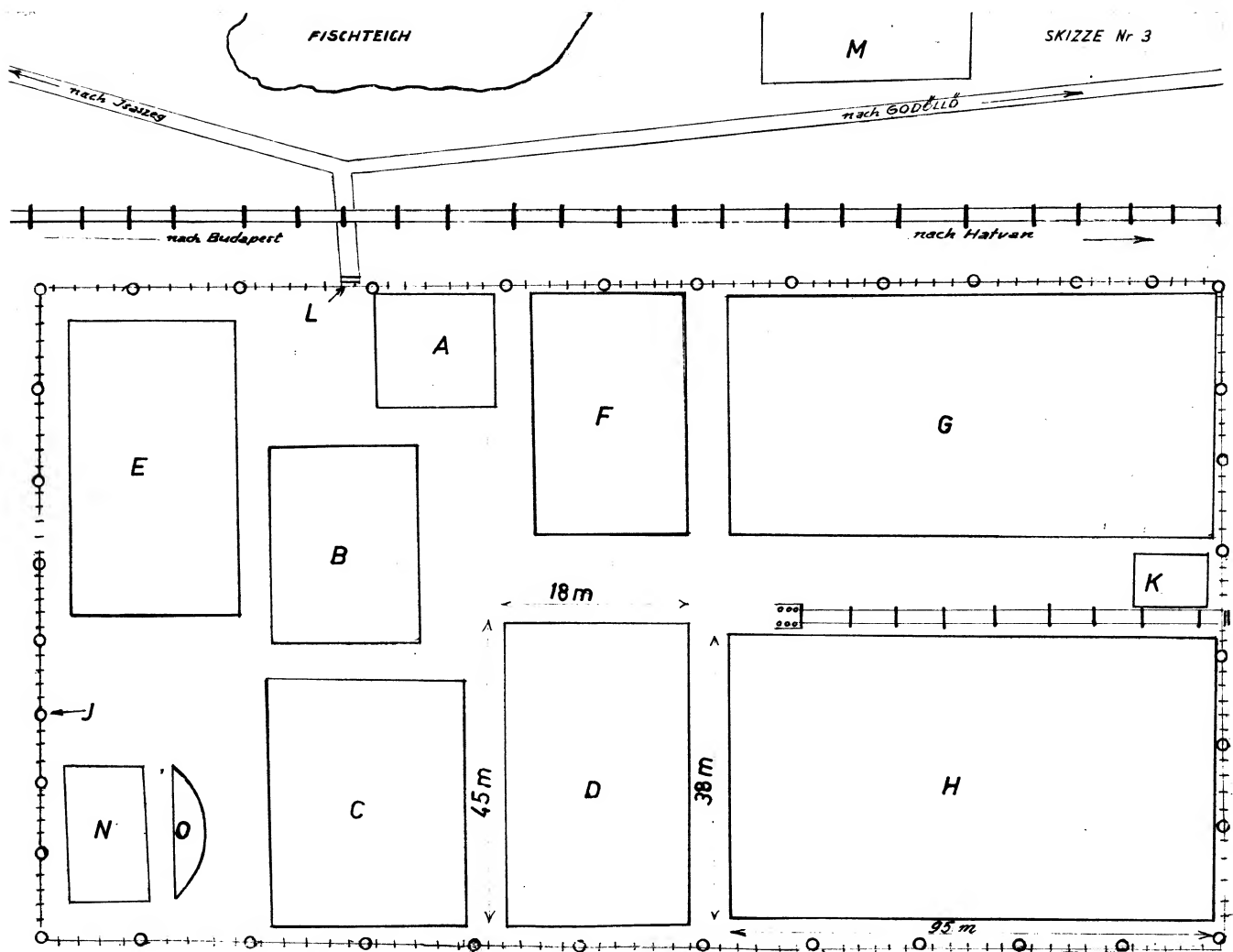
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Art. 71

SKIZZE Nr 3

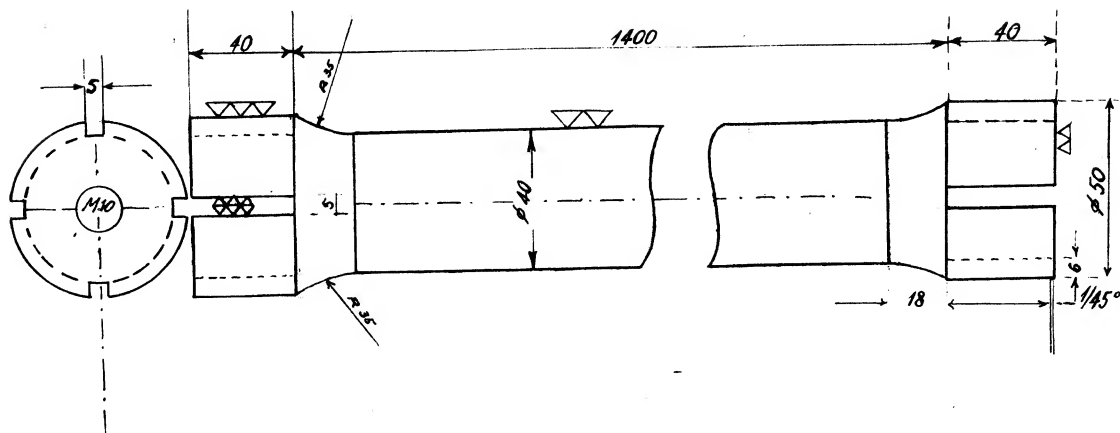


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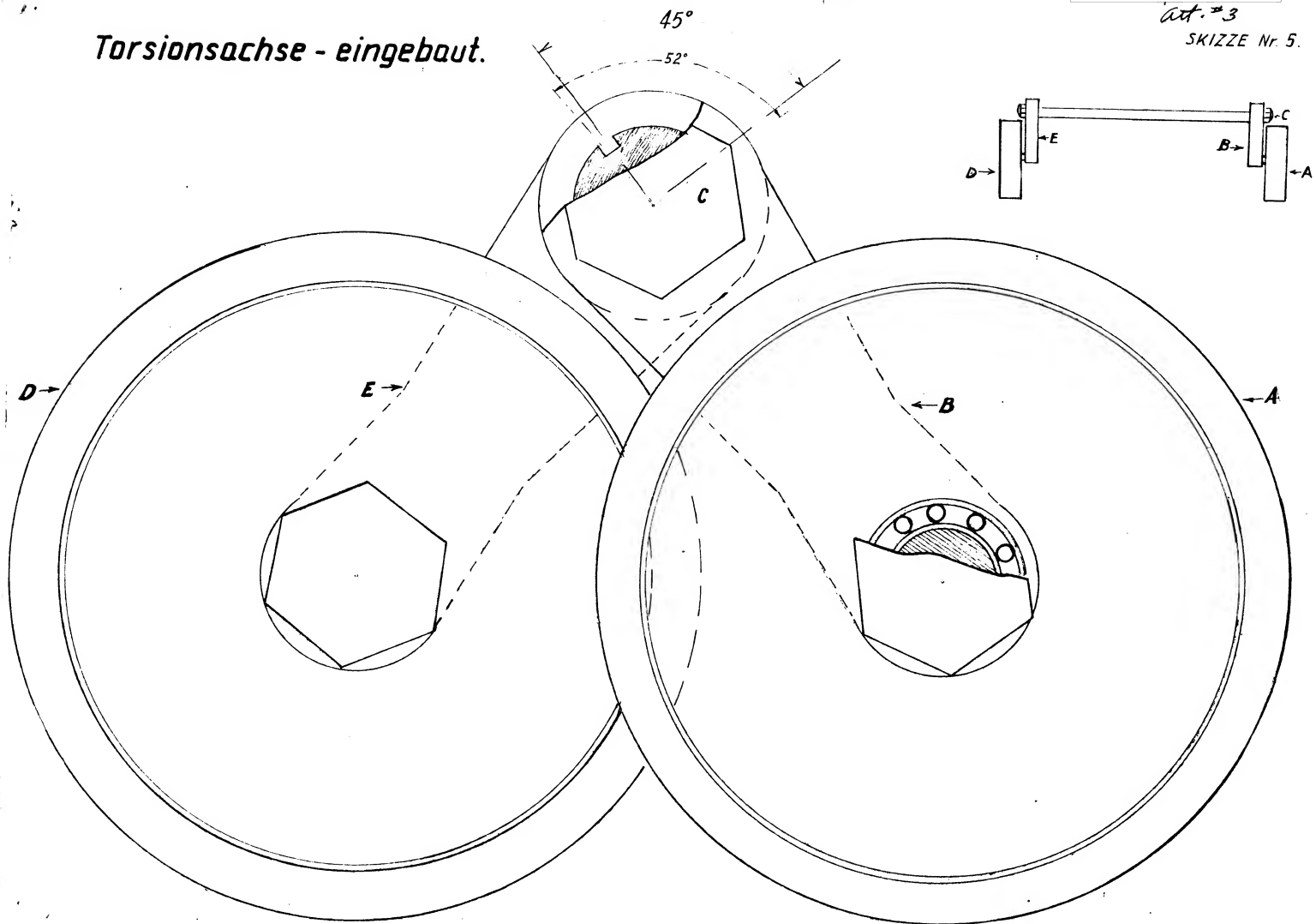
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Art. #3
SKIZZE Nr. 5.

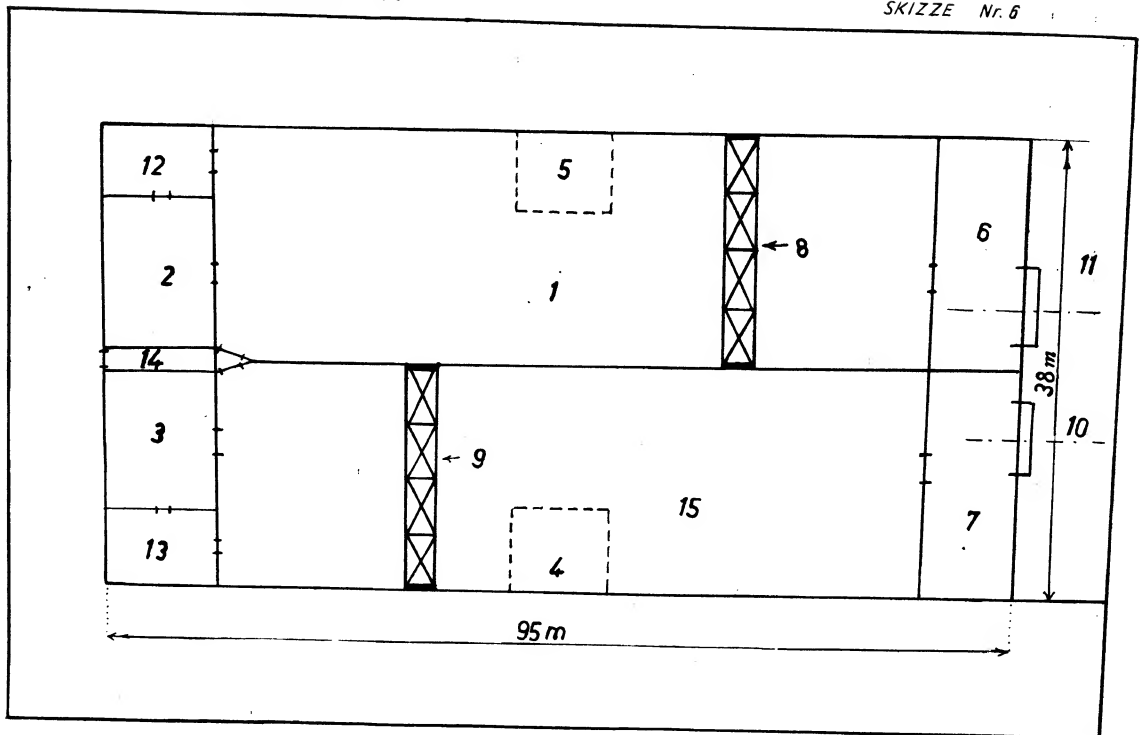


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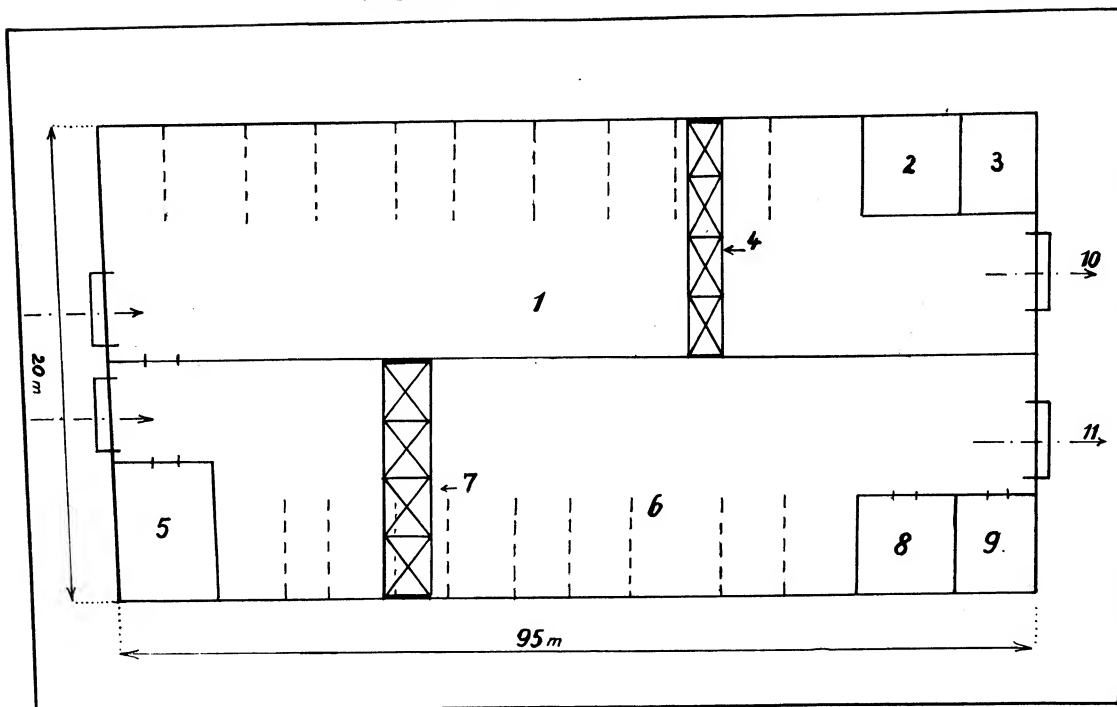


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SKIZZE Nr. 7



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Att. #6

Betrieb D

SKIZZE Nr. 8

